

AMENDMENTS TO THE CLAIMS

1. (currently amended) In an automotive vehicle comprising an internal combustion engine and an occupant restraint system that includes a restraint control module for detecting vehicle impact; a fuel delivery system comprising:

a fuel tank having an opening;

an electrical fuel pump disposed within the fuel tank for supplying fuel to said internal combustion engine;

a flange assembly closing said opening; and

a fuel control module mounted in the flange assembly and electrically connected to the electrical fuel pump for regulating operation thereof, further wherein said fuel control module is electrically connected to said restraint control module for receiving a signal indicative of a vehicle impact directly therefrom and adapted to cease operation of said electrical fuel pump in response to said signal.

2. (original) The fuel delivery system of claim 1 wherein the fuel delivery system is an electronic returnless fuel system.

3. (original) The fuel delivery system of claim 1 wherein the electrical fuel pump has a duty cycle that determines a fuel flow rate to said internal combustion engine, and wherein the fuel control module is adapted to regulate the duty cycle.

4. (canceled)

5. (original) In an automotive vehicle comprising an internal combustion engine, an engine control module for regulating operation of the internal combustion engine, and an occupant restraint system that includes a restraint control module for providing a signal indicative of a vehicle impact, an electronic returnless fuel system comprising:

a fuel tank having an opening;

a fuel pump disposed in the fuel tank and having a duty cycle;

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a flange assembly closing said opening; and

a fuel control module mounted in the flange assembly and electrically connected to the fuel pump, said fuel control module being electrically connected to the engine control module for regulating the duty cycle of the fuel pump in response to engine operating conditions, and further wherein the fuel control module is electrically connected to the restraint control module to receive the signal directly therefrom and adapted to cease operation of said electrical fuel pump in response thereto.

6. (original) The electronic returnless fuel system of claim 5 wherein the flange assembly comprises a flange and an external compartment formed on said flange outboard said fuel tank, and wherein the fuel control module is disposed within the external compartment.

7. (original) The electronic returnless fuel system of claim 5 wherein the flange assembly comprises a conduit coupled to the electrical fuel pump and to a fuel line connected to the internal combustion engine.

8. (original) The electronic returnless fuel system of claim 7 wherein the flange assembly comprises a fuel pressure sensor electrically connected to said fuel control module.

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